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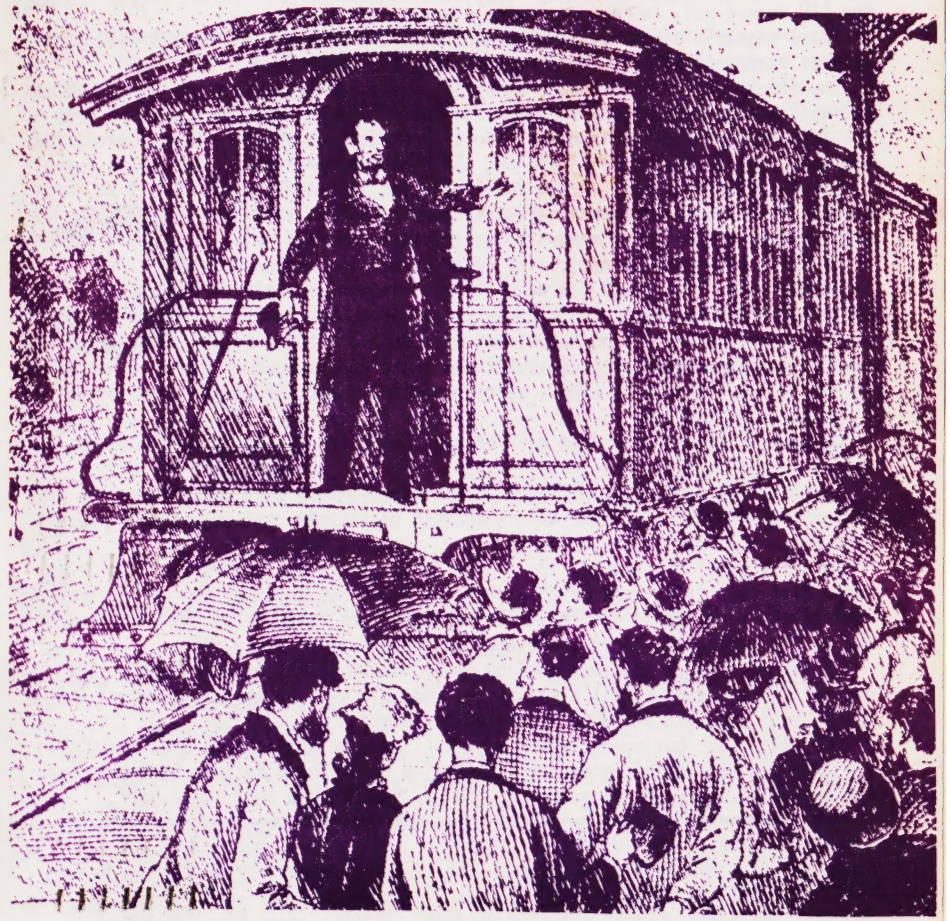
RAIL TRAVEL NEWS

VOL. 10 NO. 14
OCTOBER 1980
ISSUE NO. 211



Readers Rate The Trains

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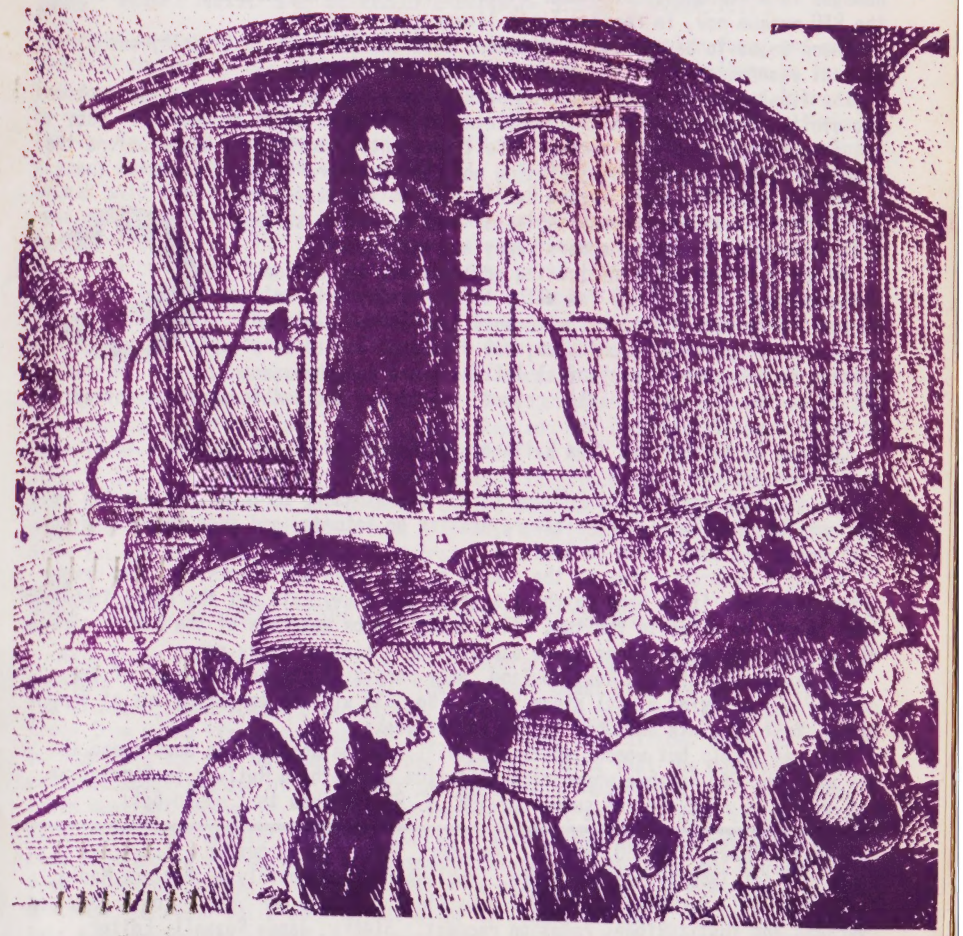

Readers Rate The Trains

ON THE COVER

President Abraham Lincoln delivers an emotional farewell address to his Illinois constituency before departing by train for his 1861 inauguration. Lincoln championed railway development, first as a member of the state legislature, later as an attorney for the Illinois Central Railroad, and finally as President. In this issue we present a feature article on the use of rails in political campaigns.

THE CHESSIE SAFETY EXPRESS ROLLS
by Ken Maylath

It was really nip and tuck, but the Chessie Safety Express, powered by C&O Greenbriar 4-8-4 #614 pulled out of Baltimore as scheduled on Saturday, Sept 13. The Lima superpower steamer was rebuilt in Hagerstown as a replacement for #2101--damaged in a roundhouse fire near Cincinnati. The former Reading 4-8-4 sits in the B&O museum now, in Freedom Train livery.

There seems to be unanimous agreement that the 614 is a most worthy successor. To most observers it's right there with the 4449 and 8444.

The final days of the rebuilding process were hectic, to say the least. Some who visited the roundhouse in Hagerstown said it could never be done. It was. But the Greenbriar didn't arrive in Baltimore until about eight hours before the inaugural trip. Last-minute painting and checking were taking place even then.

But the 614 did indeed depart Garden Station just a few minutes late on a warm and sunny September morning with a soldout train bound for historic Harpers Ferry and Martinsburg.

In spite of virtually no testing or break-in, the engine performed well. The final few miles of the Sunday trip to Harpers Ferry were diesel-assisted into Baltimore. A stoker problem developed near Washington, but it turned out to be a jamming problem, not a mechanical failure. The problem was solved by the time the diesels arrived, but it was decided to use them anyway to be on the safe side.

On Sept 19 the 614 ran from Baltimore to Cumberland under virtually ideal weather conditions.

The big show came on the 20th and 21st. Unseasonably warm weather was the rule for runs up the 17-mile grade toward Grafton on Saturday and from Cumberland to Pittsburgh via Sand Patch on Sunday.

It was a memorable show to the crowds on the train and trackside. The Greenbriar just made it on Sand Patch as a brief but heavy rain wet the rails for the last couple of miles to the top. That brought back memories of the 2101's struggle up the same grade three years earlier, on a similar ferry run.

Thanks to Chessie and Ross Rowland, many people in the Eastern part of the country are enjoying a real steam treat. No. 614 will be operating out of Virginia, West Virginia and Ohio in the coming weeks.

One can't help but wonder whether it will ever be possible to doublehead the 614 with the C&O Kanahwa under rehabilitation by Southern Railway in Birmingham. (It should be ready in the summer of 1981.) What a show that would be!

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MILLS IS NEW AMTRAK BOARD DIRECTOR

Passenger train supporter State Senator James R. Mills of San Diego, California has been elected Chairman of the Amtrak Board of Directors. Mills was elected at the Sep 24 Board meeting in Washington. Mills, who is president pro tem of the California State Senate, was an active supporter of passenger train service in California before his appointment to the Amtrak Board. He was first nominated to the Board by President Carter in Oct 1977, and his present term expires in July 1981. Before his entrance into political life, by way of the State Assembly, Mills was for five years curator of the San Diego Historical Society. Rail supporters greeted his election as Chairman with enthusiasm. One of his most recent rail service achievements in his home state has been the passage of legislation to establish the San Diego Trolley, whose line is now under construction.

AMTRAK TO RAISE FARES TEN PERCENT

Amtrak announced on Sep 29 that it will increase most regular fares and accommodation charges by 10% effective Oct 26. Amtrak said that exceptions to the increase apply to certain routes or sections of routes where fares may increase by more or less than 10%; in some instances, there will be no increases, including the Northeast Corridor and Denver-Salt Lake City--politically sensitive locations. Amtrak last raised fares on Apr 27, when they went up 7% on most routes. Amtrak said that the increase follows guidelines established by the DOT and Congress that direct Amtrak to increase its ratio of revenues to expenses over the next several years. The increase also reflects "severe inflationary pressures" that have continued to place economic burdens on it, Amtrak indicated. Amtrak excursion fare discounts that were scheduled to expire Oct 25 will be extended thru May 22, 1981. These discounts apply to many medium and long distance runs and generally range from 15 to 35% off the regular round trip fares.

Amtrak also has announced that a special Saturday discount fare for all trains in the Northeast Corridor, including Metroliners, would go into effect on Sep 20. The same-day roundtrip fare between Washington and New York is $38, and $30.50 between New York and Boston; Baltimore-New York is $34, and Providence and New York is $27.50. The discount fare will remain in effect until May 16, 1981, Amtrak said, and is good on any Saturday during that period. Trips may begin at any time on Saturday, but the return trip must start before midnight the same day. Reservations are still required on Metroliners.

SCL MUST CONTINUE SERVICE TO AUTO-TRAIN

Auto-Train Corporation on Sep 26 won a federal bankruptcy court decision that appeared essential to its survival. The Seaboard Coast Line and its subsidiary, the Richmond, Fredricksburg and Potomac Railroad, had attempted to prevent Auto-Train from using its tracks because the latter owes the railroad about $5 million in back fees for its services. A judge, however, ruled that the railroad must continue supplying use of its tracks and services to Auto-Train, but that Auto-Train must not run up its bill any further--i.e., it must pay cash to the railroad. Auto-Train court-appointed trustee Murray Drabkin argued that allowing the railroad to withdraw its services would essentially kill Auto-Train and prevent it from being reorganized. Auto-Train filed in bankruptcy on Sep 8 to allow it to continue operation while working out a way to regain solvency. Auto-Train officials were reportedly elated at the decision. With the heavy holiday travel season coming on, Auto-Train believes it has a chance to better its financial posi-

tion as long as it can continue uninterrupted operation. Drabkin said he will try to arrange a $3 million loan from the DOT, and will petition the ICC to renegotiate Auto-Train's contract with the SCL in order to reduce payments.

URBAN-SUBURBAN TRANSIT

REVIVING THE CANNONBALL

Last issue RTN reported very briefly on the test run of an SPV-2000 railcar and a test car between Milwaukee and Oconomowoc WI that took place Aug 7. The background of this proposed revival of the CANNONBALL follows: Early this summer, Rep. Henry Reuss (D, Milwaukee) released a study, "Milwaukee Suburban Commuter Rail Service". The paper proposed routes from Milwaukee to Kenosha, Waukesha, Saukville, West Bend and Madison via Watertown. The state DOT agreed to undertake a more detailed study of the plan, but the DOT secretary said he felt that buses would do a better job. For this reason, the Revive the Cannonball Committee was formed for the purpose of demonstrating a need and desire for the trains to the state. Their work resulted in a demonstration that begins in October. The committee hopes that the demonstration will convince the state to help fund a 1- or 2-year demonstration run.

The present demonstration run, operating Oct 13-17 and 20-24, will follow the Milwaukee Road main line between Watertown and Milwaukee. Passenger stops will be made at Watertown, Oconomowoc, Hartland, Pewaukee, Brookfield, Elm Grove, Wauwatosa and Milwaukee. Two cars are to be used, in order to trip all signals. One is the SPV-2000 on demonstration loan from the Budd Company, while the second is tentatively scheduled to be ex-Milwaukee Road Skytop lounge 186 "Cedar Rapids", now being restored by the East Troy Trolley Museum. If the car is not ready in time, an Amtrak car will likely be used. The schedule calls for two roundtrips daily, leaving Milwaukee at 4:45am and 5:30pm, and leaving Watertown at 6:30am and 7:15pm, with a running time of 1hr, 10mins one way. The train name will be the CANNONBALL, the name of the Milwaukee Road service on the route that was abandoned in 1971.

No state or federal money is involved. The $24,000 cost of the demonstration will be paid by Milwaukee area businesses, communities served by the train, and passengers. Since ICC regulations forbid charging fares for this type of run, passengers will be asked to donate $5 per roundtrip to a tax-exempt fund, the Milwaukee Associates in Urban Development.

In conjunction with these events, a Milwaukee chapter of the Wisconsin Association of RR Passengers has been formed: Metro Milwaukee Committee, WisARP, 5043 N. Santa Monica Blvd., Whitefish Bay WI 53217. Meetings are held on the last Saturday of each month at the Equitable Savings and Loan building, 14545 West Capitol Drive, Brookfield WI, starting at 7:30pm.

In other Wisconsin commuter news, the Southeast Wisconsin Regional Planning Commission expects early next year to release a study on the use of light or heavy rail or busways in Milwaukee transit. --Richard M. Haase

★ ★ ★

DALLAS-FORT WORTH voters' defeat Aug 9 of the proposed Lone Star Transit Authority is being widely interpreted as support for a rail transit system. The LSTA was viewed as out to build busways and more highways. Dallas Times Herald columnist Jim Henderson stated that the LSTA wanted "$120 million seed money to begin building a network of polluting buses that would guzzle more gas and require more streets and highways." Commented Henderson, "While Atlanta and Southern California and most of the civilized world are laying track, we still have fossil-headed old fogeys running around town grunting 'Double-deck Central'". And Herald columnist

Bronson Harvard noted that "If there is a silver lining in everything, then defeat of the proposed Lone Star Transportation Authority gave a boost for rail enthusiasts whose numbers have been so small that they were often viewed as a group of weirdos". One observer notes that it is remarkable how public citizens' groups sensed what was happening with very little participation from rail advocates. They perceived that rail was getting shortchanged and proceeded to vote LSTA down. The LSTA was seen as clearly dominated by highway interests and developers.

METROPOLITAN TRANSPORTATION AUTHORITY is looking for ways to reduce crime on New York's subways. The number of transit police stands at 2617, compared to the 1975 peak of 3550, and late in September officials were talking of ways to obtain more police manpower. One possibility is increasing transit fares by five cents to pay for recruiting more officers. A pattern of gold necklace snatching in subways has shown up in recent months. Most subway crimes occur between noon and 8pm.

COMMITTEE FOR BETTER TRANSIT is seeking donations and memberships to help its financial problems. The committee, covering New York and New Jersey, publishes a monthly newsletter, Notes from Underground. Individual membership is $7.50 (or more if possible). Address: Committee for Better Transit, Inc., PO Box 3106, Long Island City NY 11103.

WASHINGTON'S METRORAIL SYSTEM is the subject of a bill being introduced to Congress. It would provide $1.5 million for an 18-month study of extending the system to Laurel in Prince George's County and to Dulles Airport, possibly connecting with the Baltimore subway.

SOUTH SHORE LINE will get 36 new commuter cars. The Regional Transportation Authority in Chicago and its Indiana counterpart on Sep 29 okayed the purchase, after years of no decision. Cars will be built by the Sumitomo Corp. of America, and will be assembled at a GE facility in Hornell NY. They should be ready for delivery in about two years to replace the South Shore Line's over-50-year-old cars.

(continued on page 20)

RAIL CANADA

BUFFALO-HAMILTON-TORONTO train that was to be discontinued after Sep 28 has now been ordered continued indefinitely. The Canadian Transport Commission did an about-face on the decision since our last issue after being presented with new evidence by Transport 2000 Ontario of much increased ridership. Ontario and New York State also appealed the case. The train is not included in the latest VIA systemwide timetable, because the reinstatement did not come soon enough to get into print. (The schedule is shown on page 31 of the current Amtrak timetable.) New York apparently sought and received an injunction forcing Conrail to continue its portion of the run. VIA and Amtrak have been meeting over the Toronto-Hamilton-Niagara Falls-Buffalo route.

VIA RAIL CANADA'S latest system timetable, effective from Sep 29 to next Apr 25, has appeared. The color cover photo from the timetable is shown at left. The center page of the folder gives train schedules in effect at Christmastime, and on it appears a color cartoon of a blue and gold VIA train, spread across 4 pages, in a Christmas scene. "Season's Greetings" are offered--the earliest ones that have been offered to us!

THE CANADIAN PACIFIC'S "Princess Patricia" Alaska cruises will continue thru the 1981 season at least, the vessel having been granted a second year's exemption on sewage holding tank requirements. The "Patricia" is the only Canadian vessel on the spectacular cruise run. The schedule is changed in 1981, with 22 sailings on Mondays, starting May 11. The 7-day cruises leave Vancouver Monday, reach Ketchikan and Wrangell Wednesday, Glacier Bay Thursday (or Skagway on Jun 8, Jul 13 and Aug 10 cruises only), Juneau Friday, Prince Rupert Saturday, Alert Bay Sunday, arrive Vancouver Monday morning. Main towns are hit on days when stores are open. Info from CP Rail/Alaska Cruises, Pier B-C, Vancouver, B.C., Canada.

THE REGINA STATION will become VIA Rail property, but negotiations are still underway, with the CTC Western Division postponing a hearing that was set for Oct 8. The latest money figure has VIA paying $3.2 million for the station, after CP Rail had asked for $9 million. The book value of the station was only $1 million, however, and Transport 2000 Canada considers the price rise to $3.2 million as a dangerous precedent. VIA ownership of the station may now set the way clear for creation, with Saskatchewan's provincially owned bus line, of an intermodal rail, but, airport limousine and transit station.

SUDBURY-WHITE RIVER Dayliner was discontinued Sep 29, with the CANADIAN on a daytime schedule substituting for it. The CTC has turned down a request from Transport 2000 Canada to review the matter. T-2000 and local users are now appealing directly to Transport Minister Jean-Luc Pepin.

CP RAIL ADVISES that it will abandon the Farnham-Montreal and the Montreal-Ste Therese Dayliners as of Oct 27. The latter train had previously been de-classified from passenger train status by the CTC, who claimed that the train was in no danger. T-2000 Canada at the time felt that this was untrue, and indeed the loss of passenger train status did lead to the abandonment announcement. T-2000 is now attempting to get Quebec government help to take over the two trains.

★ ★ ★

A FARE INCREASE is coming on VIA Rail, effective Nov 1, when basic fares and accommodation charges will go up 10%. VIA said the increase will "maintain VIA's average fare level in approximate relation to the overall rise in cost of living since before 'Fare-For-All' was introduced." VIA's 3-day and 7-30 day roundtrip excursion fares will be replaced by three new incentive plans: (1) a 1-day round trip excursion with a 40% reduction in transportation charges for all roundtrip travel completed in that time (not applicable Dec 15-Jan 4); (2) a 7-day roundtrip excursion with a 25% discount below regular transportation charges (except Dec 15-Jan 4). Information on plan 3 was not available as we go to press.

AN "AUTO-TRAIN" service in Canada would capture 10% of the east-west travel market in the summer, according to Transport 2000 president Harry Gow and Ed Abbot of the Canadian Railway Labour Association, who have just released details of a draft of a new Transport Canada Development Centre document. The study mentions a number of routes, and surveys three of them by means of interviews with tourists in Alberta. The routes are Toronto-Calgary, Winnipeg-Calgary, and Minneapolis-Calgary. Toronto-Calgary gets the highest estimate of passengers and vehicles, ranging from 15,000 to 59,000 passengers and 6-24,000 vehicles per summer season. Those surveyed were asked what they would have done if the "auto-train" had been available and if gasoline had been $3 per gallon at the time of their trip. Of those who would continue to travel to Western Canada, 46% would use the auto-train both ways, 29% one way, 18% would have driven both ways, and 7% would have taken other modes. Under that scenario, the sales potential would rise to 75%, said Gow and Abbot. Noted Gow, "The market share of the automobile on Canadians' vacation trips has dropped from 58% in 1975 to 49% in 1978, while rail's has grown from 6 to 9%, and bus from 4 to 9%. Air's share dropped marginally from 30 to 29%. All of this will have consequences for Canada's tourist industry. We must prepare in advance for a tighter liquid fuel situation." In Canada, the main auto-train promoter is now known as "Can Trak Auto Train Ltd", run by Robert Dorsey.

WHISTLE STOP: CAMPAIGNING BY TRAIN

Election Day, 1976, was drawing near. The incumbent was trailing. In a desperate effort, Gerald R. Ford launched a whistle stop campaign thru the Corn Belt in the election's final ten days. On schedule, the President's specially prepared train, "The Honest Abe", pulled into Lincoln, Illinois. Surrounded by reporters and townspeople, Ford stepped onto the train's rear platform. "Thank you, my friends", he shouted. "It's good to be in Pontiac."

Despite such misadventures, the whistle stop tour is a proven vote-getter which adds a personal touch to a candidate's campaign. In fact, the misadventures probably account for much of the whistle stop's appeal. Ford's blooper in Lincoln didn't prevent his whistle stop tour from being a great success.

Even tho Dwight D. Eisenhower and Adlai Stevenson introduced air travel to presidential campaigning in 1952, six modern-day presidential candidates have taken to

Gerald Ford in Lansing on an Amtrak train during his 1976 whistle stop tour.

the tracks. In all, 15 have used this grass roots campaigning technique since William Henry Harrison first whistle-stopped to victory in 1840.

In 1964, Barry Goldwater pushed thru the Midwestern states in another rail drive. No presidential contender made better use of the rails than Harry Truman in 1948. Truman's grass roots style of politicking was well suited to a whistle stop campaign. Truman's opponent, Gov. Thomas E. Dewey, also swept thru the Midwest on his "Dewey Victory Special." And tho the Governor's trip was more slick and professional than Truman's, his victory was not to be. Truman was reckless and barely prepared, but his seven trips over 31,000 miles--a single-year record--are credited for his narrow win. On the rail car "back porch" the straight-talking Missourian gave 350 speeches to 6 million Americans.

Rail historians recall that Franklin D. Roosevelt's 399 campaign rides over 350,000 miles helped to prolong his lengthy White House stay. Always the master of showmanship, FDR instructed the engineer to pull out as a dramatic finale to each of his vigorous speeches. Inevitably, this left crowds delighted and campaign members scrambling to reboard the outbound "Roosevelt Special."

History suggests that the longest whistle stop campaigns were the most effective. Truman knew this, but William Howard Taft proved it first in 1908 on the single longest whistle stop swing on record--12,961 miles and 418 whistle stops.

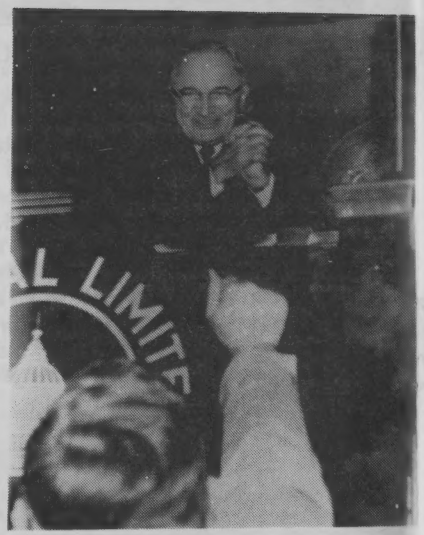
Warren G. Harding was the first to use a loudspeaker to reach bigger crowds. The thrifty Calvin Coolidge cut campaign costs in 1924 by attaching a single car to the rear of a public train.

If one presidential nominee used the train, the other often did too. In 1960, John F. Kennedy whistle stopped from Redding, California to Los Angeles. A pursuing Richard M. Nixon lost his voice from giving too many speeches while whistle stopping thru the country.

On Aug 19 ICG President and Chief Executive Officer William J. Taylor invited the major Presidential candidates to whistle stop thru the nation's heartland.

"This morning, letters were hand-delivered to candidates Reagan, Carter and Anderson, inviting them aboard the ICG for grass roots campaigning", Taylor said. "The long primary election campaign exposed numerous candidates to the American public thru television, radio and newspapers. With the election contest narrowed, there is a greater need for personal contact between the candidates and the voters." Taylor called the whistle stop campaign a "proven, popular and effective way for a candidate to bring his message to the public."

Taylor estimated that a typical 100-mile trip--for instance Chicago-Champaign--would cost about $60,000--about the cost of one minute of network TV ad time. Costs can vary greatly, depending on the time, route and rulings by the Federal Election Commission.



Harry Truman delivers one of 350 speeches in his 1948 whistle stop campaign tour. (below:) Illinois Central Gulf President William J. Taylor (aboard ICG car #1) invited the candidates to campaign on his railroad. "It's hard to shake hands from a jet", he said.

Amtrak has also been urging candidates to take to the train in their campaigns this season. A handout published by Amtrak's Government Affairs Department says that "The arrival of a political candidate by train is a proven headline grabber and is unrivaled in firing voter imagination and enthusiasm for the traditional American political process."

Notes Amtrak, "Campaigning by train provides you the needed time and space to work and consult with your staff while you travel. It invariably takes you directly to the heart of targeted communities, not to remote airports."

And Amtrak no doubt believes that a candidate aware of trains as campaign tools will be aware of Amtrak's financial needs when he is in office later.

CAMA BAJA 10

By George E. Lerrigo

Have you ever dreamed of all-Pullman limiteds with white-jacketed Pullman Company porters standing at attention at every door? Ever dream of your own lower berth waiting for you with its crisp sheets? Did you ever think that you were born too late to experience the excitement and elegance of the world of Pullman travel? I did until I discovered the REGIMENTARIO all-Pullman, Pullman Company-operated train from Mexico City to Guadalajara.

Mexico City's Buenavista station is an empty place to visit during the day, but arrive there at about 8pm and it is a changed world, as the thru trains of Mexico depart to seemingly the corners of this country, almost all of them with Pullman-operated Dormitorio or sleeper service. Check in in classic Union Station style with the Pullman conductors. They place your ticket with the appropriate car diagram and send you off to track 12 where the REGIOMENTARIO awaits its passengers.

And there on track 12 bringing up the rear of the train is private car "Louis W. Grant" with illuminated drumhead. The car is pure Pullman classic and could well have served Beebe and Clegg as well as the group of businessmen it was serving this night. Ahead of "Louis W. Grant" was an endless line of lightweight streamlined cars stretching to the end of the platform. Each Pullman car had its own white-jacketed porter. Each car was filled with passengers on this sold-out train, and each had its own interesting story to tell.

Twelve cars up was the diner with its wood smoke drifting over the platform in timeless fashion. Inside the diner, passengers were already sitting down for dinner, being served before the 8:30 departure.

I was enjoying all of this experience with families sending off relatives, porters loading bags, until I arrived at the platform's edge without finding my car. I began to worry until I looked over on track 11. There was the rest of the train: express car 1524, 21-roomette car "Cruz del Sur" and two Pullman graduates from the twenties--22207 "Zullama" and 103 "Amando Nervo"--in fresh coats of Mexican railroad green, now the standard color for passenger equipment on the Nacionales de Mexico.

Yes, the porters carry your bags onto the car. It is a different, hushed world inside the car, and when we turn down the aisle there are the familiar green curtains that have seen countless sleepy passengers before us. The outside noises and smells are subdued. The dim ceiling lights invite quiet and sleep. We find Cama Baja (lower berth) 10 in this 12-section, 1-drawing room classic.

With luggage tucked away, we have a last look at the train before departure and buy a newspaper for the lounge car "Club Boca del Monte". At 8:25 the first four cars are moved from track 11 to connect with the main section of the train on track 12. Ahead is a triple unit diesel of the NdeM.

The 20-car train departs late, but all the better to enjoy getting to the destination. It is five cars back along Pullman aisles to reach the diner "Santa Cruz". It is an adventure dodging the adults and children emanating from their compartments, roomettes, bedrooms and drawing rooms and standing at the aisle windows. Altho the train is clean inside, the NdeM and Amtrak seem to share similar problems in keeping car windows clean on the exterior.

The diner, with its 36-seat configuration, reminds me of many I have been in in the States. It is a busy place, with waiters dodging passengers, and people waiting for a chance to enjoy a meal. The food is typically Mexican. For three dollars one can have a chicken, cutlet or hamburger dinner, including soup, entree, bread, dessert and beverage. The prices are reasonable, even compared with costs in Mexico City.

As the train heads north, the scenery alternates among industrial areas, housing, commercial areas and total darkness, as parts of Mexico City have experienced random blackouts this summer.

Next to diner "Santa Cruz" is the mid-train lounge "Club Boca del Monte" with its heavy blue plush armchairs at one end, a busy mid-car bar, and tables at the other end.

On the way back to sleeper "Amando Nervo" I stop to think of the millions of miles these cars have traveled, their diverse State-side heritages, and the fact that they are still in an all-Pullman train nightly doing what they were designed to do. Most identifying English printing is painted over, but at one timetable rack in an all-bedroom car the legend still reads "telegrams, cablegrams and radiograms" and I wonder about which Limited this car was built for.

"Amando Nervo" is quiet, and the characteristic muffled clickety-clack is marked by a flat wheel in one of the two 6-wheel trucks. Once inside the lower berth, I discover why these cars were the only way to travel in the United States for generations. First, the curtains button in such a way as to provide complete privacy. The berth is amply large, and the head cushion provides an appropriate shelf for a night bag. There is a fresh air vent that can be directed anywhere. And there is also a reading light at each end of the berth. Hangers are provided for clothes, and the Pullman net serves for valuables. Another important point is that everything works like a charm in "Amando Nervo" in spite of its old age. The bed was one of the more comfortable I have slept in, and the Pullman blanket was just right for the interior climate. George Pullman and his associates found perfection many years ago.

The NdeM's Buenavista station in Mexico City. Photo by Ken Maylath.

In the morning the men's room provides real ice water and a place to wash up. The diner is busy as on the previous evening. A good American-style breakfast can be had for about $2.50. Outside the dining car window, the scenery resembles that on the Santa Fe in New Mexico.

Back in "Amando Nervo" the porter has converted the sections into daytime configuration with facing seats. The hush of the nighttime is replaced with the sounds of all the families and individuals who filled this car.

In Guadalajara the train connects with the Ferrocarril del Pacifico's train #1 to Nogales, as well as with the train to Manzanillo. The FdelP train includes a variety of interesting paint schemes, and carries one or two Pullmans.

A train trip like this sounds expensive, but in reality the cost is just $7.50 for the first class ticket and another $7.50 for the lower berth. Thus, it's $15 for a 400-mile journey, or less than four cents per mile.

Here are some cautions about advance planning: The "Pullman", as trains 5 and 6 are called, is extremely popular and is often sold out. There are usually only two 12-section, 1-drawing room cars on the train, altho there are a great number of lightweight cars with roomettes, etc. Ticket offices are usually open only until 2pm, and even these hours vary. You cannot buy, as best as I can determine, round trip tickets because of the diagram system for Pullman sales. And, finally, there are great numbers of people traveling in Mexico, so be prepared for long waits for tickets.

I returned by train 6 a few days later. This was a Sunday night, and the train was in two sections. I was on the second section, which was 14 cars long. The same equipment I had traveled on before served as the first section. Mine had the advantage of roundend observation club car "Zacatecas" which had a distinct New York Central flavor. My Pullman was well-worn veteran "Rio Conchos" 234, with a 10-section, 2-bedroom, 1-drawing room configuration. Again, lower berth 10 provided a good night's sleep. Vestibule riding for pictures is allowed and provides excellent vistas for a changing countryside.

It is hard to say how much longer the open-section cars will operate, but for now they provide high adventure and pay homage to Pullman genius.

QUOTES OF THE WEEK***

"Increasing the corporation's reservations capabilities will allow Amtrak to successfully meet the needs of the American public in the '80's while supporting the Congressionally mandated goal to increase revenues. Through the implementation of this improved network, Amtrak will be able to generate $5 billion more in reservation sales over the next ten years than could be realized if the present system were retained."

--Amtrak VP-Marketing William Norman in announcing decision to expand reservations system, Sep 25.

SLIP OF THE MONTH CLUB***

"The Portland-to-San Diego Amtrak train had pulled onto the sidetrack at 2:55 a.m. to allow a northbound passenger train to pass, and was traveling at a low speed when it left the tracks."

--Sacramento (CA) Bee, Aug 29.

(Why was it <u>on</u> the tracks? It's not in the timetable.)

COMING IN DECEMBER!

Rail Travel News is about to have a tenth anniversary. In December we will be celebrating the end of our first decade of publication with an exciting anniversary issue. Be sure to be on hand for this event. A note to advertisers: Reserve ad space now for this exciting issue coming up. We will have to place a deadline of Nov 15 on display ads for this special issue.

RTN SUBSCRIPTION RATES will be forced upward soon because of the coming massive increase in first class postage rates that is expected to take effect shortly after the first of the year. We expect that the single-issue price will go from 65¢ to 75¢ (a price already charged by other rail newsletters), and the yearly rate for 24 issues will be $18. In the meantime, you can still subscribe, renew or extend subscriptions at the present $15 rate.

Readers Rate The Trains

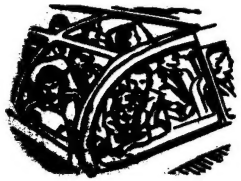
1 — 2 — 3 — 4 — 5 — 6 — 7 — 8 — 9

Extremely poor — Average, acceptable — Extremely good

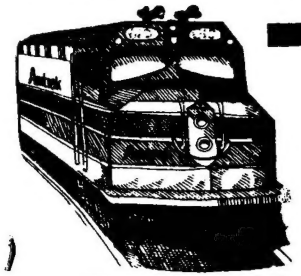
Here are the results of RTN's sixth Reader Train Rating Survey. This survey covers last winter and spring--from Oct 28, 1979 thru Apr 26, 1980. This constitutes a resumption of our semi-annual surveys. The last survey results were published in RTN no. 158 (which issue is still available for 50¢ per copy postpaid), and they covered the period of Jan 1, 1977 to June 30, 1977.

The last column in each table gives the rank of each train within its group, ranked on the basis of category A, Overall Impression. While it is possible to rank the trains in many ways, we follow this practice for consistency. If a train does not appear in our table, it means we received too few ratings for it.

Our sincere thanks to everyone who participated in this survey.



LONG DISTANCE TRAINS	A. OVERALL RATING	B. OPERATING CREW	C. DINING CREW	D. LOUNGE CREW	E. FOOD QUALITY	F. CAR CONDITION (MECHANICAL)	G. CAR CLEANLINESS	H. TRACK CONDITION	I. SCHEDULING	J. STATION CONDITION	K. TYPE OF CARS (APPROPRIATE?)	RANK IN SURVEY
RIO GRANDE ZEPHYR (DRGW)	8.7	8.0	8.0	7.1	8.5	8.1	8.6	8.5	9.0	7.0	9.0	1
SILVER STAR	7.7	6.7	7.3	6.4	5.5	7.2	7.3	7.8	6.8	5.7	7.2	2
SUNSET LIMITED	7.6	7.5	6.6	7.4	5.8	7.0	7.8	7.0	5.0	7.4	8.4	3
PIONEER	7.5	8.2	8.0	6.8	7.8	7.9	8.1	8.3	7.4	6.1	5.6	4
CARDINAL	7.4	7.6	7.0	7.0	5.8	8.4	8.2	7.2	6.8	6.6	7.6	5
LAKE SHORE LIMITED	7.4	7.7	5.3	6.6	6.1	8.5	8.3	7.1	5.6	6.3	8.0	5
EMPIRE BUILDER	7.3	6.8	7.8	6.5	7.5	7.8	8.2	6.0	6.3	8.3	8.0	7
SILVER METEOR	7.3	7.6	7.2	7.6	7.5	6.7	7.1	8.3	7.7	7.8	8.0	7
SOUTHWEST LIMITED	7.3	7.4	6.7	5.1	6.8	6.3	6.5	7.5	7.7	8.0	8.1	7
MONTREALER	7.2	7.6	6.2	7.4	4.6	7.3	7.2	6.5	7.5	8.2	6.5	10
DESERT WIND	7.0	7.3	6.6	6.0	5.6	7.9	7.6	7.9	7.0	7.6	5.4	11
PANAMA LIMITED	7.0	7.8	7.5	6.3	3.2	5.8	8.5	5.2	5.5	3.0	4.5	11
PALMETTO	6.8	6.0	5.0	6.7	5.8	6.6	6.2	6.8	7.6	6.0	5.6	13
BROADWAY LIMITED	6.8	7.4	7.3	7.4	7.6	6.1	6.1	5.7	7.3	6.6	7.0	13
COAST STARLIGHT	6.5	6.2	6.6	6.1	6.9	5.2	5.7	6.8	7.0	6.5	7.4	15
ADIRONDACK	6.4	6.9	5.5	5.7	4.3	6.4	6.7	6.3	6.9	6.4	6.3	16
SAN FRANCISCO ZEPHYR	6.1	6.5	7.3	6.3	7.4	5.6	5.9	7.3	7.5	7.0	6.9	17
NIGHT OWL	6.0	6.7	5.0	5.5	7.0	7.0	8.3	7.7	7.0	6.3	5.3	18
CRESCENT	5.6	5.2	6.3	4.7	5.7	5.4	4.8	7.5	6.5	5.6	5.7	19
INTER-AMERICAN	5.3	6.8	5.0	4.5	4.0	6.6	6.2	6.2	3.8	6.2	3.0	20
	A	B	C	D	E	F	G	H	I	J	K	



SHORT DISTANCE TRAINS	A. OVERALL RATING	B. OPERATING CREW	C. DINING CREW	D. LOUNGE CREW	E. FOOD QUALITY	F. CAR CONDITION (MECHANICAL)	G. CAR CLEANLINESS	H. TRACK CONDITION	I. SCHEDULING	J. STATION CONDITION	K. TYPE OF CARS (APPROPRIATE?)	RANK IN SURVEY
ANN RUTLEDGE	7.8	7.2	7.2	-	6.0	8.0	8.2	7.5	5.2	7.2	8.2	1
N.E.C. Amfleet	7.5	7.2	7.7	7.5	5.7	7.2	7.8	7.3	7.8	6.6	7.5	2
SHENANDOAH	7.3	8.7	6.7	5.5	4.3	8.7	8.7	7.7	6.7	8.3	7.0	3
SAN JOAQUIN	7.0	8.0	-	7.7	3.3	8.2	8.0	8.2	8.0	5.5	7.2	4
BLUE RIDGE	7.0	8.0	6.0	6.5	4.5	7.5	7.5	7.0	7.5	5.0	7.5	4
SAN DIEGAN	6.8	6.8	-	6.8	4.5	5.8	6.7	7.2	7.3	7.3	7.7	6
Chicago-Detroit trains	6.6	8.0	4.3	2.0	4.8	7.0	7.2	6.2	6.8	5.8	7.8	7
Chicago-Milwaukee Turbos	6.5	5.0	7.0	8.0	3.5	8.0	7.5	6.5	5.5	8.5	9.0	8
NORTH STAR	6.4	6.4	7.2	6.9	5.0	6.8	7.3	4.8	7.9	7.7	8.0	9
Metroliners	6.2	7.2	5.8	5.7	5.0	6.5	7.2	6.2	7.7	6.5	8.0	10
SHAWNEE	5.5	4.5	9.0	8.0	3.0	8.5	6.2	4.5	7.5	6.2	7.0	11
	A	B	C	D	E	F	G	H	I	J	K	

The rating results show the RIO GRANDE ZEPHYR the most highly-rated train in the U.S., for the third consecutive survey. In the six surveys that RTN has run, the Rio Grande's passenger train has placed as follows: fourth, fourth, second, first, first, first. The train was rated "8" or higher in every category except Station Condition and Service from Lounge Crew.

The highest-rated Amtrak long distance train is the SILVER STAR, rated overall 7.7. Amtrak long distance trains are being rated higher than in the past. The average overall rating given to all the trains in this survey was 6.9, while in the last survey they received 6.3--an average jump of more than half a rating point for these Amtrak trains. Also, only 10.5% of them were rated at 6 or below, compared to 33.3% rated that low in our fifth survey. Partly this seems due to the fact that some trains rated very low before, such as the FLORIDIAN and the NATIONAL LIMITED, have been discontinued. But in larger part it must be due to improvements made on the existing trains thruout the Amtrak system. Car condition on long distance trains is now rated higher, going from 6.5 in 1977 to 6.8 in the present survey. On the other hand, food quality ratings dropped from 6.4 to 6.0 in that time. The EMPIRE BUILDER had already been equipped with Superliner cars when this survey was made, and got a relatively high rank of 7 (it was 12 in our last survey). Newly-rebuilt cars were being phased in on the LAKE SHORE LIMITED during the course of this survey, and they evidently contributed to the train's high ranking of fifth, up from tenth in our last published survey. Car condition on the LAKE SHORE was rated very high--8.5, the highest in the long distance group. The BROADWAY LIMITED got its first set of rebuilt cars on Mar 17 and its second on Apr 3, shortly before the conclusion of this survey, so they couldn't contribute much yet to this survey, and thus the train's relatively low ranking of 13. The CRESCENT was still running

conventional equipment during this survey, and moreover, the domes that Southern Railway had had on the train during the previous survey were gone, and its rank was near the bottom of the heap--19th (compared to third place in our last survey, when it was still operated by Southern).

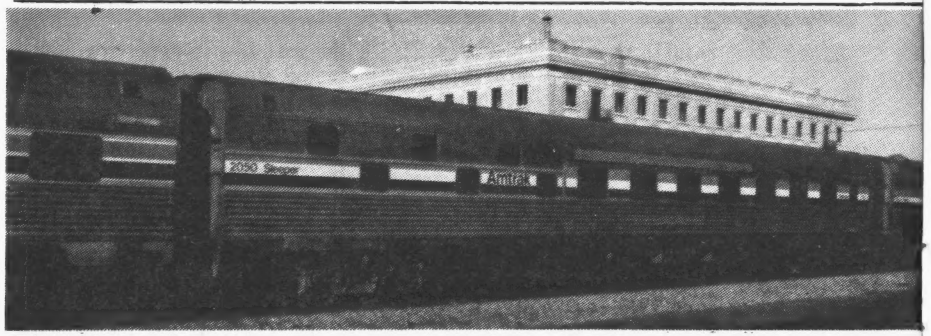
Short distance trains were rated on the average somewhat lower than in our last survey: 6.8 versus 7.1. Ratings of food quality on these trains dropped sharply since the 1977 survey--4.5 versus 5.5--a loss of one whole rating scale point on our 9-point scale. We don't know how much this obvious change affects the overall impression of Amtrak short-distance trains.

Normally we have Canadian passenger trains in our survey also, but since we were re-starting our surveys after a lapse, we weren't able yet to collect enough ratings of them to use reliably. We hope that there will be enough in the next survey.

Below are some comments volunteered by raters in this survey. In coming issues we will publish more comments.

★RIO GRANDE ZEPHYR: "No doubt the finest train in the United States. The meals on the train were just superb as usual. I had the steak dinner that was just out of this world. The equipment was in great shape. The Rio Grande has reupholstered all the coach seats and dome seats thruout the train. Also the interiors have been repainted in all the coaches. The train is as beautiful today as it was when it was released by Budd in 1949. I recommend this trip to everyone..." (Reader, Lakewood, Colorado).

"I de-rated the car condition because the domes were always broiling hot during the day. I rode the entire route both ways over three days, and all passengers complained about the heat (there was snow on the ground outside). Stations varied from very good to poor. The separation of stations and midnight walk for west-



Rebuilt head-end-power cars that re-equipped the LAKE SHORE contributed to higher ratings. Pete Bretz photo shows slumbercoach 2050 on the train at Utica NY.

bound connections in Salt Lake City is ridiculous" (Ralph James, Auberry, Calif.).

"I have always been prejudiced toward the RIO GRANDE ZEPHYR no less since I work for the D&RGW. They take Master Charge now for tickets and meals, and all of a sudden the Amtrak timetable says 'thru ticketing available'" (David Ribbe, Salt Lake City, Utah).

★N.E. CORRIDOR AMFLEET: "Thank the Lord for Amtrak and for all those who are bent on reviving railway passenger services in the States. I am a Wagon Lits official and am on the Board of the French National Railway Museum in Mulhouse, near Basle. Pleasant service today--clean, efficient. A pity the Amcoach windows are so small. Lovely scenery along the coast south of Mystic CT. Sanitation equipment: excellent. Track: must be improved upon. The track south of New Haven is

atrocious! Catering services: Very well adapted to type of train. Courteous staff. Why are the approaches of U.S. railway stations so messy and covered with trash and litter?" (P. Jefford, Saint-Cloud, France).

"I have ridden several Metroliners with Amfleet equipment, and several with refurbished Metroliner cars. I was appalled at the difference--in favor of Amfleet. The lateral movement in the 'new' Metroliner cars is incredible--vastly exceeding that of Amfleet cars going the same speed on the same track. What's going to happen when NEC improvement results in 120mph running? I shudder to think" (Forrest Haun, Charlottesville, Virginia).

RIDING THE LAKE CITIES

By Duane W. Roller

Service between Detroit and Toledo had not existed since before Amtrak. Amtrak's establishment of this service on Aug 3--primarily a Michigan connection to the LAKE SHORE LIMITED--indicates what the corporation can do when it really wants to and the railroads are willing. Altho the service is to be applauded, as well as its swift implementation, there is a certain amount of expected grumbling from Oklahoma, southern Montana, etc., which were told that Amtrak could not initiate any new service without 403(b) or Congressional funding. But Detroit-Toledo is a special case--revenues are expected to exceed costs.

On a Sunday evening in September Amtrak 352 arrived Detroit 23 minutes early at 6:17pm, an indication of the virtually complete track work on the Michigan Central. Nearly all of the hundred-odd passengers detrained; only five were going thru to Toledo. Detroit maintenance staff turned the seats in two cars of the Turboliner, and 33 passengers boarded, almost all of whom were connecting to the LAKE SHORE at Toledo.

At 7:05pm we headed west, back towards Chicago, turning south at 7:12pm at West Detroit. For the next 45mins we would plug along at 25mph, covering only 18 miles. At 7:18pm the N&" main to St. Louis was crossed; at 7:22, at Bridge, welded rail began, but 25mph was still the speed, for no apparent reasons except possibly the numerous grade crossings. Four lines parallel each other for the first 25 miles: DT&I, C&O, B&O, and Conrail, whose track we were on.

A passenger train is still a new phenomenon on this line, and there were onlookers at many crossings and in most of the towns. There were also three rock throwers.

Finally, at 7:50pm, we speeded up to 60mph, but only for ten minutes, as we slowed at 8pm for a village; then it was back to 60mph until Monroe was reached at 8:13pm. Here there was some of the street running so common in the Midwest--and back to 25mph again. Then another 20mins of 60mph until the outskirts of Toledo were reached at 8:35pm. At 8:45pm we joined the Chicago-New York mainline, and stopped at Central Union Terminal at 8:51pm, four minutes early. The train crew said passengers could go into the station or wait on the platform, and ten minutes later, at 9pm, the LAKE SHORE arrived, ten minutes early.

Clearly the connection is a success. What will happen, however, when winter weather delays one of the trains, remains to be seen. But at the moment Amtrak is clearly promoting the service as a connection; if they honor it, all is well.

A second problem is its slowness: 110 minutes to do 55 miles (not the 25 miles listed in two places in the current timetables) ranks as one of Amtrak's slower runs, and is not competitive with other modes. If Amtrak always protects the connection, it is worth it. But something should be done about those incredible 18 miles at 25mph south of Detroit.

AMTRAK HOLDS A FAMILY DAY

Noting the success of its "Family Day" weekend open houses, Amtrak has ordered up more of the celebrations. Photos here (by Paul Rayton) are from the Los Angeles event held at Union Station on Sep 13 and 14. Altho an exact count wasn't available, Amtrak believed that at least 45,000 and possibly as many as 60,000 visitors showed up at LAUPT. The event was in conjunction with L.A.'s Bicentennial. L.A. Mayor Bradley and Amtrak President Alan Boyd were among the speakers. The photo at right shows Mr. Boyd greeting a well-wisher. The center photo is of Amtrak's equipment display, with visitors getting a tour of Amtrak F40 engine #203 and a set of Superliner cars. On the track at the right in the photo is the equipment used as an excursion train for the show. For $3 adult fare, passengers could take a 1-hour roundtrip to Glendale. There were five trips each day. Consist of the train, which had an engine on each end to eliminate turning, was F40 engine 293, Superliner coaches 34074, 34071, 34076 and 34006, and SDP40F engine 538. The train is seen in operation in the lower photo on page 16. NARP and Citizens for Rail California had display booths at LAUPT. Among other exhibitors were Santa Fe and Trailways. Previous Family Days were held at New Orleans and Detroit. On Oct 4-5 Amtrak was having another at Indianapolis.

Mixed Train of Thoughts

OCTOBER SCHEDULE CHANGES for the Amtrak system, effective Oct 26 with the return to Standard time, are given here: Train 4, the SOUTHWEST LIMITED, will leave L.A. 20mins later, at 8:35pm, and operate 20mins later all along the route, reaching Chicago at 4:10pm. Since Arizona points do not honor Daylight Saving Time, clocks there will read an hour later than you'd expect from the present schedule, and this applies also to the SUNSET LIMITED. The SAN FRANCISCO ZEPHYR schedule is changed in both directions, with the westbound train 5 leaving Chicago 35mins later, at 6:50pm, and running faster, with about 50mins less running time, reaching Oakland about 15mins earlier than now. The eastbound train has an hour cut from its schedule, leaving Oakland 40mins later, at 1:05pm, and reaching Chicago 15mins earlier than now, at 1:10pm. The faster running for the SFZ is due to the use of Superliner cars and F40 engines, since the F40's don't have the speed restrictions that were placed on the SDP40F units. The EMPIRE BUILDER, train 7&8, will begin making regular stops instead of flag stops at Portage and Tomah, Wisconsin. The trains will return to daily operation for the winter season from Dec 17 thru Jan 5. A seventh SAN DIEGAN train will be added on Oct 26; no particular inaugural ceremony is planned. Schedules of the trains will be lengthened 5-10mins each. The southbound departures from L.A. will be at 7am (the new train), 8:30 and 10:30am, 1:30pm, 4:45 (except Sat & Sun), 5:45 and 8:45, and Sunday only at 10pm. Northbound from SAN DIEGO, departures will be at 5:15am (except Sunday), 7am, 8:45 (was 9:30), 11:30 daily (was Sat. only), 1:40pm (was 1:00), 4:30 and 7:25pm. One thru Superliner coach will begin operation between L.A. and Chicago via Ogden on the SAN FRANCISCO ZEPHYR and DESERT WIND. The first thru cars will leave both L.A. and Chicago on Oct 26. The PIONEER, trains 25 & 26, will leave Seattle 30mins later and will leave Salt Lake City 25mins earlier. The DESERT WIND, trains 35 & 36, will leave Ogden 14mins later with a 4-min faster running time, and will leave L.A. 30mins later with a 10-min faster running time. The SHENANDOAH, trains 32 & 33, will leave Cincinnati eastbound 20mins later to connect with the CARDINAL. The CARDINAL, trains 50 & 51, will leave Chicago 45mins earlier to connect with the SHANDOAH, and will leave Washington 30mins earlier to connect with the SAN FRANCISCO ZEPHYR. The PENNSYLVANIAN, trains 46 & 47, will leave Pittsburgh 10mins later and will run 10mins faster, while adding a stop at Ardmore PA. Train 47 will leave at the same time but reach Pittsburgh 10mins earlier. The LAKE SHORE LIMITED, trains 48 & 49, will begin serving Bryan OH, with the eastbound train leaving Chicago 10mins earlier. The MONTREALER, trains 60 & 61, will make stops at Aberdeen and Princeton Junction. Train 60 will leave Washington one hour earlier, will train 61 will leave Montreal 10mins earlier and will omit the stop at North Philadelphia. There will be small changes in the schedules of 300-series trains. The HOOSIER STATE, trains 317 & 318, will be affected by the fact that

Indiana goes on Eastern Standard Time Oct 26, while now it is on Central Time. Train 317 leaves Indianapolis at the same time, but will arrive Chicago at 10:55 am, while train 318 will leave Chicago at 4pm (as now) but reach Indianapolis as the clock there reads 9:35pm. In the Northeast Corridor, most running times will be reduced with the cessation of track work. The Baltimore-Washington International Airport station will open, and the following southbound trains will stop at it: #89, 169, 187, 471, 173. Northbound stops will be made by 90, 142, 168, 170, 186, 174, and 470. (The CHESAPEAKE has the new numbers, 470-471 instead of 420-421.) Juneau, Alaska and its surrounding area will return to the Pacific time zone at 2am on Oct 26, the DOT ruled on Sep 22. Juneau had asked the DOT to reverse its Sep 1979 decision to move Juneau from the Pacific to the Yukon zone.....

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THE HOOSIER STATE, Amtrak's new Chicago-Indianapolis train, had its inaugural run on Oct 1, going from Indianapolis to Chicago for the first trip. Amtrak said that the inaugural went "swimmingly". Aboard the first train were 105 revenue passengers, about 40 VIP's and 35 to 40 media people. On the first return trip it was ridden by 144 people from Wabash College who are taking a course in railroads. The first train was inaugurated with the traditional champagne bottle, and then broke thru a paper banner. It made 8-minute stops in Crawfordsville and Lafayette. At the former location, the entire police force was waiting standing at attention, and a sign "Crawfordsville is Getting into Training" was seen. At Lafayette, a portion of the Purdue University band played. At the small city of Dyer, 40-50 people showed up even tho the stop is a mile out of town. The upgraded track is capable of 80mph operation ("It looks like the Union Pacific", said an observer). As we go to press, the maximum regular ridership recorded out of Indianapolis was 55 on one trip. Amtrak noted that the train will practically pay for itself by eliminating the $250,000 paid yearly to Conrail to haul cars to the Beech Grove shops for Amtrak. (The train will regularly deadhead equipment to and from Beech Grove; on Oct 7 the train to Indianapolis was a Turboliner that was in need of repainting.).....

LAST CONVENTIONAL EQUIPMENT to operate on the SAN FRANCISCO ZEPHYR left Oakland on train 6 on Sep 24. The last such equipment to leave Chicago was on Sep 21. The train is now all-Superliner equipment (the official date being Oct 1 for the changeover, while it actually occurred Sep 26). Superliners were moved onto the train sooner than expected because the EMPIRE BUILDER reverted to tri-weekly operation Sep 15 and cars from it were moved into the ZEPHYR pool. The last conventional train went out in style, with four dome cars, including dome observation lounge 9310. The 9310 was later moved back to Oakland to be placed in the equipment pool for the forthcoming RENO FUN TRAIN. The Sep 24 train is shown in the photo above, moving thru Berkeley after leaving Oakland (RTN photo).....

AMTRAK'S RESERVATIONS SYSTEM will be expanded and modernized, the Amtrak Board of Directors decided at their Sep 24 meeting. The Board okayed spending almost $55 million to upgrade the system over the next 10 years. This will include the expansion and modernization of Amtrak's five central reservations offices and the replacement of all supporting computerized reservations and telephone systems.

Amtrak should be able to generate $5 billion more in reservations over the next decade with the better system than it could with the present, Amtrak said. The present system is up to capacity, Amtrak said, and an average of 13.8% of all incoming calls are being lost, even tho the 21.5 million calls answered in fiscal year 1980 set a new record. The number of Amtrak reservations agents will nearly triple by 1990, the corporation said. Some central reservations offices may be relocated in the process of their being expanded.....

THE SAN JOAQUIN was almost cut off by a flood in late September. At 4pm on Sep 26 a levee on the San Joaquin River 10 miles west of Stockton CA cracked and broke, flooding 5700 acres of farmland. The only obstacle holding the water back from further damage was the Santa Fe right-of-way, a small elevated section of railroad on a sort of dirt levee. Had it given way also, the train would have had to be shifted to the SP line, and two critical water aqueducts and a power substation would have been damaged, and 45,000 acres of farmland would have been inundated. The train continued operation while the railroad, aided by other workers, reinforced the right of way. The SAN JOAQUIN ran 30-60 minutes late because of four miles of 10mph slow orders. As of Oct 7 the train was running only 20minutes behind schedule as the situation improved. Amtrak riders got a thrilling closeup look at the scene, with workers struggling away at the railroad level within arm's reach of the passing trains. Santa Fe, which reportedly runs 14 trains a day on the line, hauled in rock from Arizona to strengthen the 74-year old embankment, never before hit by flood waters, while the Governor declared a state of emergency and the story continued to make front page news.....

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THE SOUTHERN PACIFIC was shut down in seven Western states, halting Amtrak trains, when locomotive engineers began a wildcat strike protesting the enforced use of "Intoxilyzer" instruments to test for sobriety. The protest began in Lordsburg NM and Yuma AZ late on Friday, Sep 26, and spread rapidly. The union complied with a court injunction at 5:30pm on Sep 27 and began calling engineers back to work. In the meantime, most Amtrak trains on SP lines were annulled. Some that were in operation continued to their destinations. On Sep 27, train 1 was still running west of El Paso, while train 2 of the 26th was annulled. Train 5 terminated at Ogden and passengers were being bused on. Train 6 of the 26th was continuing to its destination, while train 6 of the 27th was cancelled. Train 11 of the 26th was terminated at Klamath Falls and passengers bused on. Train 11 of the 27th ran Seattle-Portland only, with make-up equipment. Tickets were not honored for travel south of Portland. Train 14 of the 26th ran to its destination. Train 14 of the 27th was cancelled. The SAN JOAQUINS of the 27th were annulled. On the 27th the WILLAMETTE VALLEY trains were annulled, except that train 796 originated in Portland and ran to Seattle. Rail commuter service out of San Francisco was closed down, but weekday commuters were not affected.....

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THE SOUTHWEST LIMITED, train 4 eastbound just 3.5 miles from Chicago, derailed at 3:35pm on Sep 17. Two of three engines and five of 11 cars left the track but remained upright. There were 186 passengers aboard, and two passengers and five Amtrak employees were treated for minor injuries and released. The train was doing 30mph on ICG track at the time. The train was delayed 2hrs, 15mins while passengers were transferred to the underailed cars which were then hauled in to Chicago Union Station by an ICG switch engine. Cause of the derailment was unknown. Train 4 and the outbound INTER-AMERICAN and BLACK HAWK were delayed at Chicago while the track was re-opened. Consist of the derailed train was engines 527, 528 and 536; cars 1240, 1259, 1533, 2239 "Elberton", 2657 "Silver Chasm", 2553 "Central Park", 8094, 9914, 9975, 9955, and 9951.....

AMTRAK'S FAMILY DAY at Indianapolis on Oct 4&5 was a "fastastic" success, according to Amtrak. Attendance was about 12,000. Three-block long lines were waiting to tour Amtrak's equipment, and people did not complain about 2-hour waits to see the interiors of the cars on display. Equipment on display was: one Superliner diner, Superliner baggage-coach, HEP Hi-level transition coach-dorm, 44-seat HEP coach, 10/6 HEP sleeper, Amcafe, Conrail caboose, and F40 diesel engine. The illustration at right is of the brochure Amtrak prepared for the Family Day at Los Angeles (see page 16). The brochure makes a self-guiding tour of the cars on display, listing each car in order and telling something of its history and use.....

MIDWEST CORRIDOR IMPROVEMENT Project now has a fourth member state, the Ohio Rail Transportation Authority (ORTA) said on Oct 1, as Illinois joined with the signing of the Interstate High Speed Rail Passenger Compact by Governor James R. Thompson. The compact calls on member states to cooperate and share the administrative and financial responsibilities of preparing a feasibility study to implement a system connecting major cities in the Midwest with a high-speed electric passenger network. The compact now includes Ohio, Illinois, Michigan and Pennsylvania. Other states expected to join are Indiana and West Virginia, and Missouri has also expressed interest. The Illinois rail passenger compact bill was introduced in the Senate by Sen. Charles Chew (D-Chicago), chairman of the Senate Transportation Committee. Rep. Benedict Garmisa (D-Chicago), chairman of the House Transportation Committee, introduced the bill in the Illinois House of Representatives. Each state is to plan a system that would best suit its own needs and then coordinate with the other states concerning interstate connections.....

THE AMTRAK CRESCENT on Sep 29 got its fourth and final set of rebuilt Heritage Fleet cars. The re-equipping program began on Jul 22. On Sep 22 at 3:40pm a private automobile trespassed upon an active, protected SR grade crossing at Enterprise MS and collided with the lead engine of train 19, the CRESCENT. The car driver appeared unhurt but was found shouting "Look out for the train!" The train lost 30mins but reached New Orleans 12mins early, at 7:33pm. Consist was engines 326, 441, 473B; cars 1427, 5411, 5644, 5646, 5652, 3320, 8383, 2858 "Rappahannock River", and 2854 "Rapidan River".....

THE BURLINGTON NORTHERN ran a special train Portland OR-Pasco WA roundtrip Sep 13-14 for the BN Veterans Association meeting. Train included borrowed cars "Minnesota II" from the Duluth, Missabe & Iron Range RR and "Mount Hood" from the Pacific Northwest NRHS. There were 2 engines and 6 cars.....

URBAN-SUBURBAN TRANSIT (continued from page 5)

PORTLAND, OREGON GOT a DOT grant of $10.6 million to begin engineering and right-of-way acquisition of its new light rail line between downtown Portland and suburban Gresham. The grant was announced at the end of September.

BOSTON'S MBTA COMMUTER rail put into effect anumber of service cuts on Sep 7, amounting to 9.5% of its service. The cuts included laying off 34 B&M employees. Yearly savings from the economizing are predicted to run $1.5 million. Affected routes were Woburn/Lowell, Reading/Haverhill, and Attleboro. A few restorations of runs were being made on Oct 12. In all, 47 runs were cut out in September.

LONG ISLAND RAIL ROAD'S performance "declined dramatically" this summer, according to the MTA's Permanent Citizens Advisory Committee, because of the number of bad-ordered trains. Air conditioning problems were an especial cause of cars being out of service. Late trains were 70% more numerous than the previous summer, and abandoned trains increased 172%.

RAIL FANTRIPS

One Rail Fantrips listing is free. To be sure of entry in time, send full info at least 4 weeks before event. Be sure to address letter as follows: RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

Nov 7-9: Tourist Railway Association 1980 convention, Strasburg Rail Road, PO Box 96, Strasburg PA 17579. Seminars, steam trains, Mack railbus trips, Friday dinner & night train ride with oil lamp-lighted coaches, annual banquet.

Oct 12: Chessie Safety Express Autumn Leaf Special one-way steam train Richmond-Clifton Forge VA, thru James River Gorge (old Kanawha Canal route). Fares vary. Old Dominion NRHS, PO Box 8583, Richmond VA 23226. Some tickets avail at train.

CARS & CONSISTS

*COAST STARLIGHT, train 11, San Jose Sep 16: engines 533, 530; cars 1181, 1555, 5402, dome 9466, dome 9474, 5681, 8330, dome 9472, 4491, 4532, 4404, dome 9354, 8040, 2601 "Pacific Beach", 2652 "Silver Butte", SP 141 "Oakland", SP 140 "Stanford". Same, Sep 26: engines SP 9353, Atk 530 & 538; cars 1087, 1552, 5231, 5290, 4525, 4512, dome 9474, 4505, dome 9354, 8038, 2660 "Silver Meadow", 2661 "Silver Plain", deadheads 5242, 2659 "Silver Isle", 2755 "Palm Lore", 3344, SP 100 "Airslie". Train 2hr, 50mins late due to frt derailment near Portland.

*UP "City of Lemington" passenger special Salt Lake City-Lemington & return, to celebrate Martin-Marietta Co. opening big cement plant, Sep 18: engines 2 SD40's of 8000-series; cars 304 dorm-steam generator, "Carbarton" (?), 5486 coach, 4808 diner, 4000 lunch counter diner, 5015 lunch counter diner, 6206 buffet lounge, 5482 coach, 5473 coach.

*470 Railroad Club annual foliage trip Portland ME-Island Pond VT, Sep 27: engines CV 4549, 4550, 3604; cars (all VIA Rail) 15461 steam generator, coaches 5386, 5417, 5229, 5219, 5433, baggage 9672, coaches 5287, 5418, 5193, 5490, 5436.

*BLACK HAWK, train 371, Elmhurst IL Sep 5: engine 276; cars 21826, 20129. Same, Berwyn IL Sep 8: engine 311; cars 20038 Amcafe, 21201 Amcoach.

*ILLINOIS ZEPHYR, train 347, Berwyn IL Sep 8: engine 285; cars 34007, 34055.

*Conrail/TH&B/VIA train 371/183/184, Buffalo Sep 14: CP Rail RDCs 9021, 9115.

*LAKE SHORE LIMITED, train 48, Toledo Sep 12: engines 303, 298; cars 1615, 2911 "Pacific Forest" (used as slumbercoach, running backwards), 2990 "Joseph V. McDonald", 4631, 4620, 3101, 8504, 4617, 4619, 4609, 2932 "Pacific Shore", 1154.

*TWILIGHT LIMITED, train 355, Detroit Sep 15: engine 266; cars 34009 (with improvised cafe on lower level), 34066, 34062, coach-baggage 31001 (closed to psgrs).

*ANN RUTLEDGE, train 301, Kansas City Sep 22: engine 281; cars 21234, 21072, 20205, Finlay Fun Time Tours cars "Glenn Annie" & "Audubon Park". Same, train 304, Sep 4: engine 315; cars 21105, 20200, 21831, MoPac business car 8.

*SOUTHWEST LIMITED, train 3, Kansas City Sep 27: engines 514, 511, 535; cars (deadheads dome 9470, dome 9450 "Silver Bridle", 8033), 1217, 1237, 9990, private car "Silver Foot", 2251 "Star Crest", 2675 "Silver Vale", 2658 "Silver Dale", obs lounge 3336, 9927, 9983, 9941, 9961, (deadheads 9956, 9972). Same, Sep 23: engines 505, 506, 531; cars (deadheads dome 9545 "Silver Vision", 5651), 1114, 1110, 9995, 2266 "Placid Sea", 2662 "Silver Prairie", 2552 "Brooklyn Bridge", 9935, 9981, 9970, 9950, 9934, 9900 deadhead, Finlay Fun Time Tours cars "Glen Annie" & "Audubon Park" on at Kansas City to Albuquerque.

*WILLAMETTE VALLEY, train 751, Eugene Aug 27: engine 253; cars 34084, 34011, 34077.

*PACIFIC INTERNATIONAL, train 794, Seattle Aug 27: engine 215; cars 34021,

34015 with food service on lower level, 34058.

*SUPER CONTINENTAL, VIA train 4, Vancouver Aug 28: engines VIA 6506 & 6603, CP 4105; cars CN 9625, 2083 "Riviere Rouge" as dorm, VIA 5471, 5514, 764 cafe, 106, 5715, 5725 "Greenview", 1155 "Evangeline", "Chateau Cadillac", CN 1363 diner, dome "Qu'Appelle" (off at Edmonton, replaced by lounge 2323 "Sans Souci"), VIA "Chateau Joliet", CP "Cornwall Manor", "Fraser Manor", CN "Saskatchewan River", VIA "Mount Resplendent". Last two cars off at Jasper.

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"STEAM SOUNDS" REISSUED. The C&O Historical Society has reissued "Chesapeake & Ohio Sounds, Vol 1". Includes 8 different loco classes and sounds of everyday railroading in 1952. Send $7 to C&O Historical Society, Dept T, 212 Bolivar Dr., Yorktown, VA 23692. Virginia residents add 4% tax. A unique album.

RAIL PASSENGERS: A new book, "The Social Consequences of Rail Closures", by Mayer Hillman and Anne Whalley, is now available from the Policy Studies Institute, 1-2 Castle Lane, London, SW1E 6DR, England, for $15 U.S. or $18 Canadian. This book proves the harm done by rail cuts is serious.

What's the matter out there, are you DEAD??? GET THOSE ORDERS IN for the Final Clearance of the current 1979 Updated Amtrak Law national edition, GIVEN AWAY at $5...even $10 list price doesn't begin to cover costs. YOU'RE STANDING IN THE WAY OF PASSENGER TRAIN PROGRESS. If you think you know the Amtrak Law, bosh, even your Congressman doesn't know it. How can you stand up for your rights when you don't even know what they are? MOVE!!! NOW!!! And that goes for every official organization. 5th unofficial edition edited by low-cost-rail transit catalyst Robert J. Swan, Box 1866, Long Beach CA 90801.

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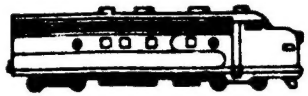

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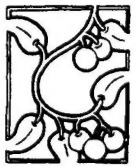

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